

WASHUP REPORT FROM ROD LIDDY TO CJCOA RE 2018 MATCH & FLEET RACING CHAMPIONSHIPS

MATCH RACING: Started as all are aware in VERY light conditions but slowly built and changed to the predicted NE as the event went along. I feel it was a good call on the CJCOA to run an event to a time limit and to then sail a series of semi finals followed by a final both in a best of three format. For all the best intents on the day we would still have been sailing in darkness had this format not been adopted, as from memory we still had another 8-9 flights (approx. 60 starts) to complete a FULL round robin.

The course was well set and all were able to understand the starting procedure and with only 3 starting infringements for the day showed this was well understood, incidentally both these infringements were by skippers who should definitely have known better! Having 2 results takers on the separate finish line was an excellent use of manpower, I elected to act as starter in both Match & Fleet Racing my reasoning for this was to (a) keep things moving (b) not tolerate any discussion as to the rights nor wrongs of calls once made. I felt that by myself doing this it took away the need for someone else to make a call they may not have been comfortable doing, I can also be loud enough for all to hear! Having a person solely rotating the flight board was also very straightforward this resulted in only one pair of hands moving boat numbers much better than can be the case when several people feel the need to be involved. This in turn was followed by very efficient entry into the association owned laptop which was able to determine very promptly the semi finalists / finalists. All in all a good team effort 6 people which went a considerable way towards achieving a stress free event for all assistants.

FLEET RACING: This day started with completely the opposite to Match Racing winds, in that we arrived to a forecast 19klms NE increasing to 32klms which it did in time. Whilst the wind strength was a little higher than desirable it made setting a course fairly straightforward with a line of 4 top marks that we could utilise if needed to accommodate wind shifts from where we started, with the use of a "gate" as a bottom mark and a single start finish line midway. The decision to use SHRS as the results recording and fleet determination tool was VERY ably managed by Vern & Wes and proved all round to be a success in my opinion a vast improvement on HMS 2016 used previously with IOM's. Again we utilised 6 people with a light ish even workload for all.

As the day went on the predicted wind strength increased and made for some quite impressive "submarine" sailing with subsequent recovery. A very good decision was made early on to divide into two fleets all entrants this was welcomed by all and I would suggest this becomes standard practise for all future events employing SHRS irrespective of numbers. Discard heats appeared to be at 4, 8, 16 (1, 2, 3 respectively) although I stand to be corrected on this, this worked well.

SUMMARY & RECOMMENDATIONS : A very good enjoyable two days of sailing with all extremes of wind strength, Sailed in good humour with only the occasional

minor verbal stoush, all sorted on the water,The standard of sailing generally is improving year by year.I would recommend the use of SHRS at future events and that the number of assistants continue at 6 including the RO where possible

ROD LIDDY